



DEPARTMENT OF THE ARMY  
HEADQUARTERS, U.S. ARMY ARMOR CENTER AND FORT KNOX  
FORT KNOX KENTUCKY 40121-5000

REPLY TO  
ATTENTION OF:

ATZK-S (385)

16 APR 2000

MEMORANDUM FOR

Commanders, All Units Reporting Directly to This Headquarters  
Commanders, Fort Knox Partners in Excellence  
Directors and Chiefs, Staff Offices/Departments, This Headquarters

SUBJECT: Fort Knox Privately-Owned Vehicle (POV) Accident Prevention Program

1. References:

- a. Message, DACS-SF, 241334Z Mar 98, Subject: Privately-Owned Vehicle (POV) Safety.
- b. Memo, TRADOC, ATBO-S, 19 Oct 99, Subject: TRADOC Model Privately-Owned Vehicle (POV) Accident Prevention Program.
- c. TRADOC Reg 385-2, TRADOC Safety Program, 27 Jan 00.
- d. Message, DACS-ZAA, 141600Z Feb 00, Subject: Risk Management Campaign.
- e. Memo, ATCS-S, 20 Mar 00, Subject: Risk Management Campaign.

2. Privately-owned vehicle (POV) accidents claim more soldier's lives than all other accidents combined. Of the 13 total Fort Knox fatalities since FY 98, 12 were the result of POV accidents. Causal factors continue to include driver inattention, excessive speed, aggressive driving, fatigue, alcohol and drugs, and failure to wear seat belts. My goal is that not one life be lost in a POV accident; success requires continuous leadership support and involvement. I strongly endorse the Army's six-point POV accident prevention program outlined below. Local additional requirements are in italicized print. Ensure unit POV safety programs are based upon these initiatives.

a. **Command Emphasis.** Positive leadership at all levels is imperative. Leader emphasis on POV safety must be unrelenting. Our junior officers and noncommissioned officers see their soldiers everyday. They should know where their soldiers go, what they do, and then assert positive influence on how, when, and where they operate their POVs. *Include POV safety issues*

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*during quarterly unit safety councils, soldier's training time, unit formations, and individual personnel counseling sessions.*

b. **Discipline.** Our junior leaders work with their soldiers daily and know them well. Soldiers sometimes telegraph signals that translate later into accidents. Negative behavior such as traffic offenses, alcohol abuse, misconduct, and poor performance often are indicators of potential POV accident victims. Identify "at risk" soldiers; counsel them; take proactive measures to modify their risky behavior. *Two excellent tools available to evaluate and determine "at risk" drivers is the Next Accident Assessment For Individuals and the Next Accident Assessment For Leaders; both are available on the Armor Branch Safety Office web page (<http://www.knox.army.mil/center/safety/index.htm>), click on the "POV Safety" button. Unit First Sergeants will ensure first line leaders conduct an assessment on each soldier in their unit and counsel high-risk soldiers.*

c. **Risk Management.** Use risk management. Identify hazards associated with POV operations; assess the hazards; develop controls and make decisions; implement the controls; and supervise execution. The Director of Army Safety has prepared a POV risk management toolbox for commanders and leaders. This toolbox provides a comprehensive set of tools and controls that have proved successful throughout our Army. The toolbox is available at (<http://safety.army.mil>). Make it available to leaders at all levels *and ensure they use it. Teach soldiers the 5-step risk management process and apply it to POV accident hazards, e.g., highway 31W, vacation trips, winter road conditions, and motorcycle operation. Risk management training is mandatory during the annual Fort Knox Safety Stand Down Day.*

d. **Standards.** Set high, and unmistakable standards, and enforce them! Follow Army regulatory traffic standards. Be uncompromising on the use of seatbelts and motorcycle safety equipment. Educate soldiers on the risks of speed, fatigue and the use of alcohol. Emphasize the use of designated drivers for social events. *Commanders and supervisors will consider individual safety performance during Officer Evaluation Reports and Non-Commissioned Officer Evaluation Reports.*

e. **Provide Alternatives.** Provide alternatives to soldiers driving POVs. Schedule activities on post to keep soldiers on post and off the road. Consider keeping gyms and other places soldiers use off duty open later. These same measures also can provide alternatives to alcohol use. Look for transportation alternatives as well. Promote use of alternate transportation methods to POV use. Prominently post public transportation schedules. Where possible, use Morale, Welfare and Recreation (MWR) services to provide buses or vans to transport soldiers to the places they go when off duty. *DCFA supports this initiative with the following: continue to schedule and publish on-post activities; keep clubs, lounges, bowling centers, golf course, gymnasiums, and swimming pools open late on weekends and holidays when the highest percentage of accidents occur off post, publicize hours in the Turret and on Channel 98;*

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*provide on-post transportation for UPH guests and patrons of the Leaders Club and Rocker II; provide designated drivers with free soft drinks.*

**f. Commander's Assessment.** Following every fatal and serious injury POV accident, commanders will conduct an assessment of the accident with the involved soldier's chain-of-command. Determine what happened, why it happened, and how it could have been prevented. Implement corrective and preventive measures. Publicize lessons learned. *The Armor Branch Safety Office will publish a safety bulletin on fatal and serious POV accidents to ensure all Fort Knox personnel are aware of the facts and actions required to prevent like accidents. Units/Directorates that experience a fatal or serious injury POV accident will conduct an After Action Review and provide me with a summary.*

3. Locally, the following key components are added. First is the Fort Knox POV Task Force that will convene quarterly in conjunction with the Installation Prevention Council (IPC). The purpose of the task force is to analyze POV accident trends, identify and review local traffic problems, and establish special safety campaigns for identified POV problem areas. The POV Task Force membership is the same as the IPC.

4. Other components of the program to be implemented by all Fort Knox units and organizations are:

a. Ensure all newly assigned military personnel view the videotape "Highway Safety," available from G3/DPTM, Television Division, within 30 days of assignment.

b. Inspect POVs belonging to military personnel before all holiday weekends, TDY travel, PCS moves, and vacation trips; use FK Form 4650-E, Oct 00, POV Inspection Checklist. Any competent person selected by the chain-of-command can conduct this inspection.

c. Conduct quarterly POV safety briefings that emphasize seasonal and local driving hazards. In addition, conduct safety briefings prior to long holiday weekends, TDY travel, PCS moves, and vacation trips.

d. Implement a military designated driver program that ensures safe transportation for personnel drinking or fatigued. First Sergeants maintain a roster of unit-designated drivers.

e. Enforce pre-trip planning, particularly for long drives. Use mapping programs available on the Internet, e.g., <http://www.mapsonus.com>. Check weather and road conditions prior to long trips. Nationwide traffic and road closure information is available at <http://www.fhwa.dot.gov/trafficinfo/index.htm>.

f. Recognize units and individuals for significant positive contributions in POV safety.

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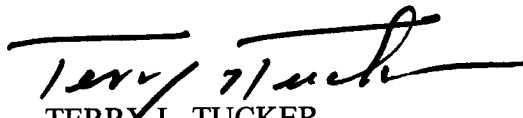
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g. Ensure all military wheeled vehicle drivers complete the Accident Avoidance Class every 4 years. Phone 4-3381 to obtain detailed information on the class and completion cards.

h. Ensure motorcycle operators attend the Army Motorcycle Safety Course; phone 4-4306 to enroll in a class. Military personnel are not authorized to ride a motorcycle, either on- or off-post, until they complete this training; DOD civilians cannot ride on-post until they have completed the training.

5. POV accident loss prevention must be a team effort. I expect unwavering support to this very important program that must include the entire Fort Knox community, i.e., soldiers, civilian employees, family members, contractors, and visitors. Contact the Armor Branch Safety Office, 4-4920, for necessary assistance.

Encl



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